(xii) CO_{mass} = (78.651) (1164) (298.88) (10^{-6}) = 27.362 grams per test phase.

(xiii) CO_{2conc} = 0.415 − 0.037 (1 − 1/28.472) = 0.3793 percent.

(xiv) CO_{2mass} = (78.651)(1843)(0.3793)/100 = 549.81 grams per test phase.

(2) For the ''stabilized'' portion of the cold-start test, assume that similar calculations resulted in HC_{mass} = 7.184 grams per test phase; NOx_{mass} = 2.154 grams per test phase; CO_{mass} = 64.541 grams per test phase; and CO_{2mass} = 529.52 grams per test phase. D_s = 6.070 km.

(3) For the ''transient'' portion of the hot-start test, assume that similar calculations resulted in HC_{mass} = 6.122 grams per test phase; NOx_{mass} = 7.056 grams per test phase; CO_{mass} = 34.964 grams per test phase; and CO_{2mass} = 480.93 grams per test phase. D_{ht} = 5.660 km.

(4) For a 1978 motorcycle with an engine displacement equal to or greater than 170 cc (10.4 cu. in):

(i) HC_{wm} = 0.43 [(11.114 + 7.184)/(5.650 + 6.070)] + 0.57 [(6.122 + 7.184)/(5.660 + 6.070)] = 1.318 grams per vehicle kilometer.

(ii) NOx_{wm} = 0.43 [(4.733 = 2.154)/(5.650 = 6.070)] = 0.57 [(7.056 = 2.154)/(5.660 = 6.070)] = 0.700 gram per vehicle kilometer.

(iii) CO_{wm} = 0.43 [(27.362 + 64.541)/(5.650 + 6.070)] + 0.57 [(34.964 + 64.541)/(5.660 + 6.070)] = 8.207 grams per vehicle kilometer.

(iv) CO_{2wm} = 0.43 [(549.81 + 529.52)/(5.650 + 6.070)] + 0.57 [(480.93 + 529.52)/(5.660 + 6.070)] = 88.701 grams per vehicle kilometer.

[54 FR 14553, Apr. 11, 1989, as amended at 59 FR 48515, Sept. 21, 1994; 60 FR 34358, June 30, 1995; 69 FR 2441, Jan. 15, 2004; 76 FR 57377, Sept. 15, 2011]

§§ 86.545–86.599 [Reserved]

Subpart G—Selective Enforcement Auditing of New Light-Duty Vehicles, Light-Duty Trucks, and Heavy-Duty Vehicles

SOURCE: 41 FR 31483, July 28, 1976, unless otherwise noted.

§§ 86.601–1—86.601–83 [Reserved]

§ 86.601–84 Applicability.

The provisions of this subpart apply to light-duty vehicles, light-duty trucks, and heavy-duty vehicles. However, manufacturers that optionally certify heavy-duty vehicles based on chassis testing under §86.1863–07 may choose instead to perform selective enforcement audits using the procedures specified in 40 CFR part 1068, subpart E. References to ''light-duty vehicle'' or ''LDT'' in this subpart G shall be deemed to include light-duty trucks and heavy-duty vehicles as appropriate.

(a) *Section numbering; construction.* (1) The model year of initial applicability is indicated by the two digits following the hyphen of the section number. A section remains in effect for subsequent model years until it is superseded.

(2) A section reference without a model year suffix shall be interpreted to be a reference to the section applicable to the appropriate model year.

(b) References in this subpart to engine families and emission control systems shall be deemed to refer to durability groups and test groups as applicable for manufacturers certifying new light-duty vehicles and light-duty trucks under the provisions of subpart S of this part.

(Secs. 206, 208(a) and 301(a), Clean Air Act, as amended, 42 U.S.C. 7525, 7542(a) and 7601(a))

[49 FR 69, Jan. 3, 1984. Redesignated at 54 FR 2122, Jan. 19, 1989, as amended at 62 FR 31234, June 6, 1997; 64 FR 23922, May 4, 1999; 75 FR 22980, Apr. 30, 2010]

§ 86.602–84 Definitions.

(a) The definitions in this section apply to this subpart.

(b) As used in this subpart, all terms not defined herein have the meaning given them in the Act.

(1) *Acceptable Quality Level* (AQL) means the maximum percentage of failing vehicles that, for purposes of sampling inspection, can be considered satisfactory as a process average.

(2) *Axle Ratio* means all ratios within ±3% of the axle ratio specified in the configuration in the test order.